

Farmland, Indiana: Bringing the Community Back to Main Street

An Honors Thesis (HONRS 499/ARCH 402)

by

Ashley Hayes

Thesis Advisor
Olon Dorson

A handwritten signature in black ink, appearing to be 'O. Dorson', written over the printed name of the thesis advisor.

Ball State University
Muncie, Indiana

May 2007

Expected Date of Graduation
May 5th, 2007

goCon
Thesis
LD
2489
.24
2007
.H39

Farmland, Indiana

By: Ashley Hayes



Bringing the Community Back to Main Street

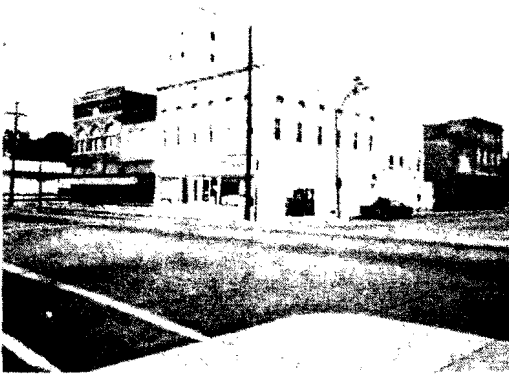
Acknowledgements.....	01
Project Concept.....	03
Brief History.....	05
Farmland Today.....	06
Demographics.....	07
The Role of the Railroad.....	09
Design Concept.....	10
Finished Design.....	11
Bibliography.....	21

When I first began thinking about what to do for my honor's thesis project I was stumped. Then I realized that rather than working on a theoretical design project that someone else developed I wanted to create my own project and do everything from original concept to design completion.

The main concept of this project is to create a place for the youth of Farmland, Indiana to go to within the town. It would mainly be a youth center, but would also be open to all members of the community for events such as town meetings and social dances.

I spend a lot of time in Farmland and after talking to some the high school aged students that live there, I realized that they need some place to go to after school. Right now the closest place they can go is Muncie; and that is a half an hour drive. So by creating a place for the youth it would bring them back into Farmland and also give them something to do.

In order to better understand this project you must first understand the town of Farmland; its past, present and future.





Henry D. Huffman and William Macy both arrived in the vicinity of Farmland around 1838 and settled on the west and east sides (respectively) of what is now Main Street. After the completion of the Indianapolis and Bellefontaine Railroad in 1852 new towns began to spring up along the path of the tracks. On July 28th, 1852 Huffman and Macy platted the town on their farms. It consisted of 152 lots including 6 streets all of which are present today.

Farmland was incorporated as a town in 1867, and the first board of trustees, marshal and clerk-treasurer were appointed. The town's growth was slow at first. In 1870 the census found 532 residents in the town and by 1880 there were 669.

Over the years many buildings were built, and unfortunately many were destroyed by fires. However there are still a majority of the buildings standing today. And most of them are at least partially occupied.

In the 1970s and 1980s the town suffered from economic downturns and many of the old businesses passed out of existence. However one high point for the town during this period was the national recognition of Ansel Toney also known as "the Kite Man".

The 1990s were a decade of renewal for the now progressive community. Historic Farmland, USA was organized in 1992 and spearheaded the movement. Since then everything from new streets to a new water tower have been completed.

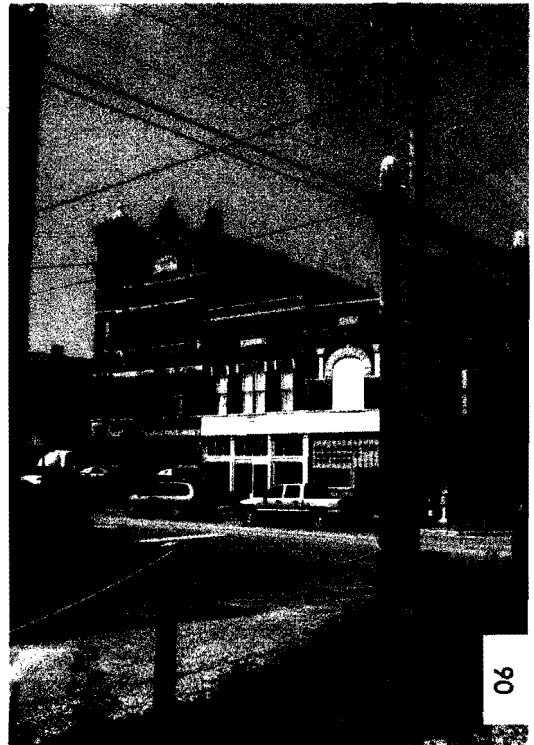


Farmland is what I consider the typical small town. All of the stores are locally owned and everyone knows everyone. Also many of the people who live there now, grew up in the area. Unlike many of the small towns across the United States, Farmland has many shops still open and not many completely vacant buildings.

There is a Hardware Store, a grocery, a general store, post office, police department, realtor, historic society, art gallery, antique stores, and three different restaurants. The restaurants are Pizza King, Main Street Coffee Company, and The Chocolate Moose. There is also a laundymat, a local bar, and a flowershop.

Not only are all of these stores locally owned, but many of them have been in the same family for several generations. One example of this is Jame's Hardware. The current manager began working there when he married into the family.

The city of Farmland is currently going through major road construction which is making access to the town more difficult. However once it is completed it will make a great difference in the appearance of the town.



06



County: Randolph County

Zip code: 47340

Median resident age: 36.1 years

Median household income: \$36,250

Median house value: \$60,800

Races in Farmland:

* White Non-Hispanic (98.4%)

* American Indian (1.1%)

* Two or more races (0.9%)

Ancestries:

*German (16.3%)

*United States (16.1%)

*Irish (11.2%)

*English (10.9%)

*French (3.6%)

*Italian (1.4%).

Elevation: 1039 feet

Land area: 0.5 square miles

0.3% Foreign born

Population change in the 1990s:

+49 (+3.5%).

Nearest city with pop. 50,000+:
Muncie, IN (17.9 miles, pop. 67,430).

Nearest city with pop. 200,000+: Fort
Wayne, IN
(61.5 miles, pop. 205,727).

Nearest city with pop. 1,000,000+:
Chicago, IL (209.3 miles, pop. 2,896,016).

Nearest cities:

- *Parker City, IN (5.2 miles)
- *Ridgeville, IN (9.7 miles)
- *Modoc, IN (9.9 miles)
- *Selma, IN (10.0 miles)
- *Winchester, IN (10.3 miles)
- *Albany, IN (10.9 miles)
- *Redkey, IN (11.2 miles)
- *Blountsville, IN (11.8 miles)

Latitude: 40.19 N, Longitude: 85.13 W

Area code: 765

Industries providing employment:

- *Manufacturing (26.0%)
- *Educational, health and social services
(18.0%)
- *Retail trade (13.1%).

Demographic Information from:
www.farmlandindiana.org

According to Farmland, Indiana A Sesquicentennial History, "Farmland owes its very existence to the presence of the railroad." This one statement lead to the basis of my design for this project.

Originally the railroad depot in Farmland was on the south side of the tracks and the west side of Main Street (on the same plot of land proposed for this project). It was constructed before the town was officially platted.

In 1863 it was rebuilt and enlarged. After this construction was completted the depot actually spanned the tracks. The trains would actually pull into the depot.

Sometime between 1911 and 1920 there was a new depot built on the North side of the railroad and the older one was torn down.

Service at the last depot ended in April 1959. The building was demolished shortly afterwords. Although there is no longer a depot in Farmland several trains a day still pass through town, but none stop or carry passengers.

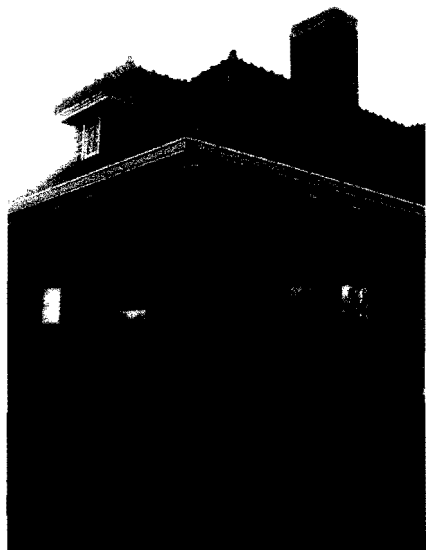
*All information on this page was taken from Farmland, Indiana A Sesquicentennial History 1852 - 2002



The design of the community center was developed to resemble a historic train depot. I conducted research of train depots around the time of the establishment of Farmland. Also I visited the old Muncie depot. From these two resources I took some of the design details and overall ideas and used them to develop the design of the community center.



Although the original train depot in Farmland and the historic Muncie depot are one story structures I decided to make the community center a two story structure in order to maximize the interior space. The first floor will have bowling lanes, pool tables, air-hockey tables, foosball, and a small snack bar. The second level would have a dining area and a multi-level lounge area with a large projection screen for movies and games (such as the SuperBowl) and sofas for seating.

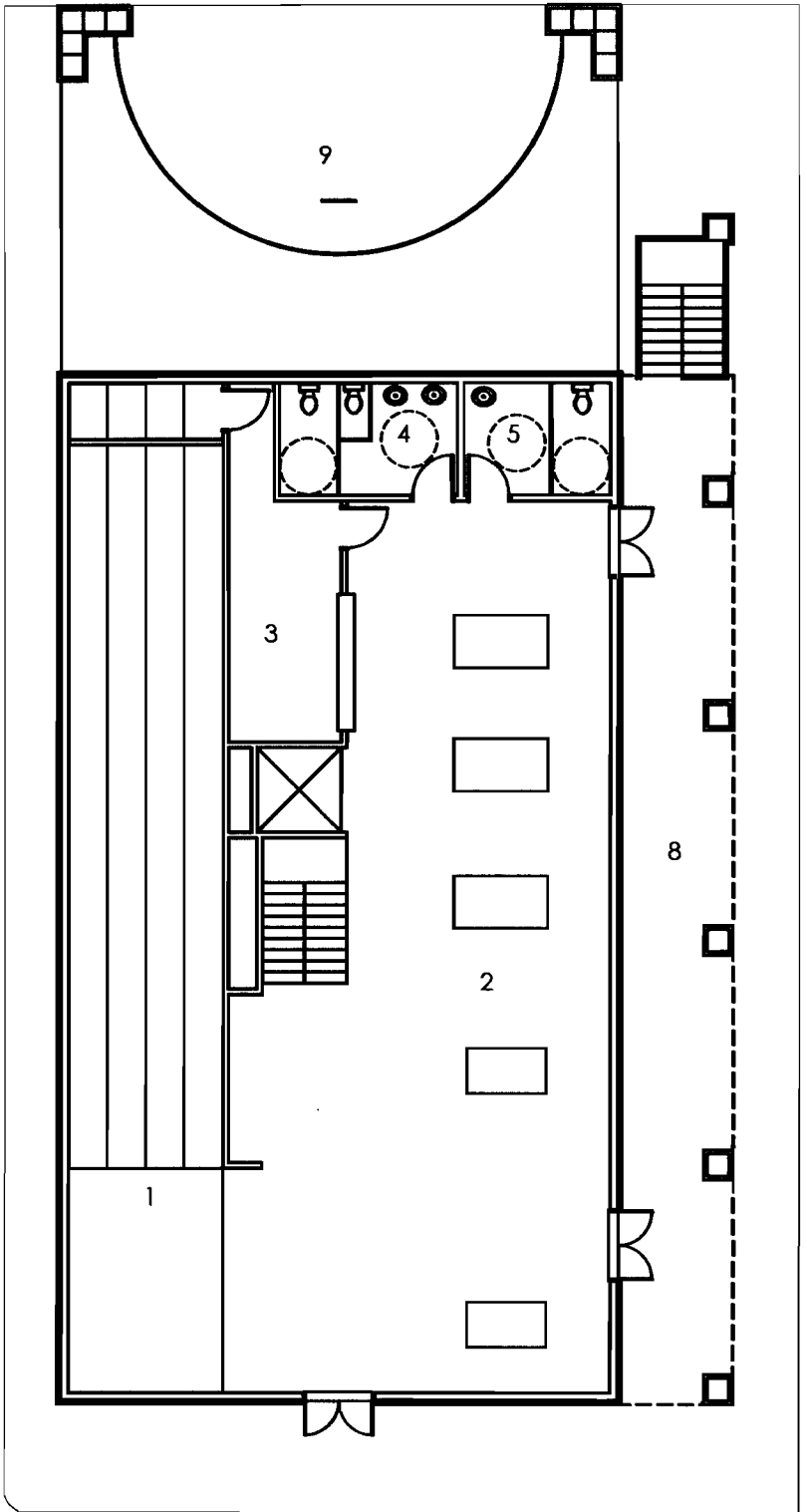
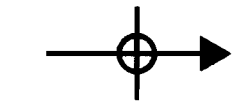


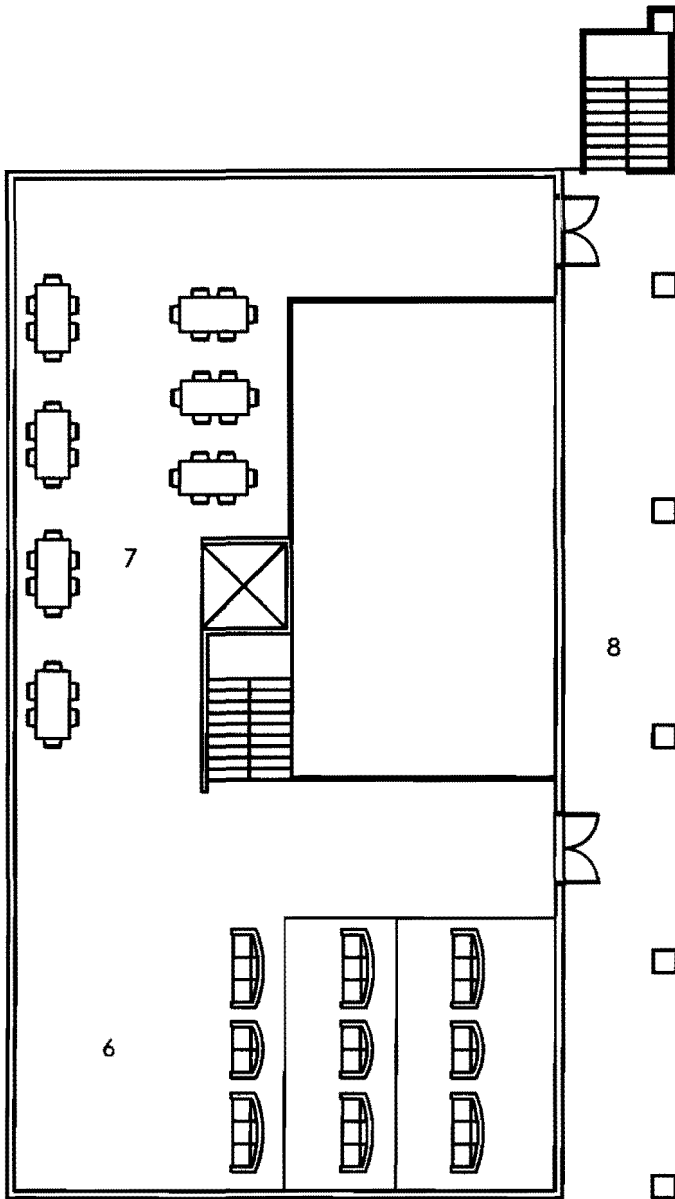
10

The exterior of the building would be brick with a limestone base. Also on the north side of the building facing the tracks is an exterior patio on the lower level and a balcony on the upper level. And at the rear of the building on the west side is a covered half-court basketball space.



*All images on this page are of the Historic Muncie Depot in Muncie, Indiana.





- 1 - Bowling Lanes
- 2- Pool Tables and Air Hockey
- 3 - Snack Bar
- 4 - Women's Restroom
- 5 - Men's Restroom
- 6 - Tiered Lounge Area
- 7 - Dining Area
- 8 - Balcony / Patio
- 9 - Basketball Court



This is the side of the building facing the street. It would serve as the main entrance for the community center. The doors and windows were designed based on the windows in other historic structures.

STREET FRONT ELEVATION



This color drawing shows the materials used on the exterior of the building. The main building material is brick with a limestone base. All the windows and doors would be made to look like historic wooden windows with all the modern technology and efficiency of present day windows.

NORTH ELEVATION



This side of the building faces the railroad tracks. It has an outdoor patio and balcony inspired by the railroad depot concept. Also from this side you can see the shelter over the basketball court in the rear of the building.

NORTH ELEVATION



The upper level balcony would be made out of wood decking and provide a space for people to go outside in the summer and enjoy the weather. It is wide enough that chairs could be added to create a more welcoming space for socializing.

VIEW FROM SOUTHEAST CORNER



This would be the view a person would see if they were coming toward the community center from the middle of town. The solid brick wall is facing an alley that runs between the site and the existing structure that houses the real estate agency.

VIEW FROM NORTHEAST CORNER



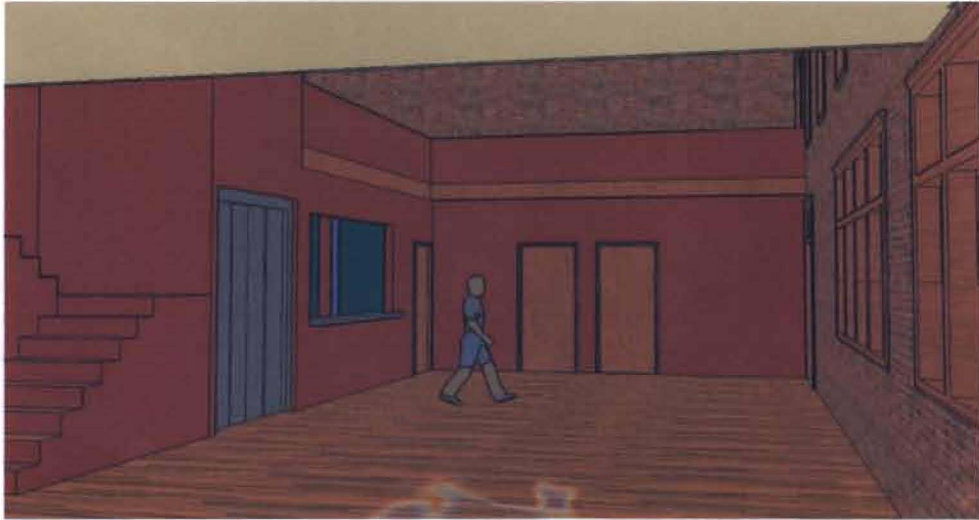
Once again this view shows the exterior balcony and patio and also the street front entrance.

VIEW FROM NORTHWEST CORNER



From this view you can see the back overhang that provides shelter for the basketball court. It also helps to define the outdoor space of the community center.

INTERIOR VIEW



This interior view was taken looking towards the restrooms and snack bar. This is the area that would have all of the pool tables and air hockey tables. Also you can see the balcony for the upper level (the wall that continues above the wood strip is the railing for the balcony). The center of the space is open to above to allow interaction between people on different levels.

BIBLIOGRAPHY

Halberstadt, Hans. Great American train stations: classic terminals and depots. New York: Barnes & Noble 1997

Hinshaw, Gregory P. and Judy (Wilson) Wright. Farmland, Indiana A Sesquicentennial History 1852-2002. Farmland, Indiana: Farmland History Book Committee of Historic Farmland USA and Consolidated Printing Services, Inc. 2002

Potter, Janet Greenstein. Great American railroad stations. New York: Preservation Press c1996.

*All black and white historic photographs are from Farmland, Indiana A Sesquicentennial History.